

The Holt County Sentinel.

52D YEAR.

OREGON, MISSOURI, FRIDAY, OCTOBER 20, 1916.

NUMBER 25



The VanBuskirk-Proud Corner.

ITS DIAMOND ANNIVERSARY

Oregon, Beautiful City on the Hill, Reaches
Its 75th Milestone.

SECOND OLDEST CITY OF THE PLATTE PURCHASE

A Real Live, Progressive City, With Paved Streets,
Light and Water Systems, Churches, Schools,
Wealth and Cultured People.

A CITY WORTH LIVING IN



The Hotel Woodland Corner.

The coming of the 75th anniversary of the birth of the beautiful city of Oregon has prompted The Sentinel to go back and give its readers some data about the second oldest city in the Platte Purchase. It will be for our readers to find this issue very ready reference, for they will be able to get the dates and incidents pertaining to the early history of this old town—incidents perhaps that they know nothing about, or had forgotten if they ever did know.

The date of the coming on the map of the various county seats of the Platte Purchase dates from the filing of the town plats.

Platte county was created December 31, 1838, and the town plat of Platte county was filed February 3, 1840, by Libson Applegate.

Buchanan county was brought into being February 10, 1839, but its town plat was not filed until a short time prior to its first town lot sale, which was made by Joseph Eshelton, on August 18, 1842. Owing to his title being somewhat clouded, he gave a bond for a deed, and he sold on account of a debt of \$8,000 hanging over the property. By this town lot sale he was enabled to lift the mortgage, which was held by St. Louis parties.

The next county created was Holt county, February 15, 1841, and Oregon, the county seat, came into existence, and the town plat was filed October 21, 1841, by David Templeton, county surveyor, and John Thorp, county seat commissioner.

Atchison county was born in 1845, and the town lot sale of Rock Port, the county seat, did not occur until April 8, 1851, and the town was laid out by Nathan Meek.

Andrew county was created January 25, 1841, and the town plat of Savannah was filed February 23, 1842, by Benjamin K. Dyer, commissioner. Nodaway was created February 14, 1845. Its original town plat was never filed for record, but the first plat filed was on December 28, 1849.

Thus it will be seen with the exception of Platte City, Oregon is the oldest of the other county seats.

The public spirit shown by the people of Oregon is not to be equaled by any other community within the borders of our great state, and the completion of the paving of a dozen or more blocks in the principal section of our city, another addition is made to the progressive column of our city. To give our readers an idea as to what our people have been doing for the past twenty-five years, to keep the city abreast with the demands of the times, and this without noise or sounding of trumpets, let us remind you that within that period we have built at a cost to our people:

Interurban railroad.....	\$ 50,000
Light and water plant.....	50,000
Improved court house.....	10,000
High school.....	25,000
Hotel Woodland.....	15,000
Canning factory.....	10,000
Paving.....	35,000

Total.....\$235,000

The paving proposition, as in all such cases, met with some opposition, but not sufficient to prevent the city council from making the order by ordinance, and as a consequence the contract for paving Washington street from Nodaway to the Interurban depot; on Nodaway, east and west, two blocks north of the public square, and also on the four sides of the public square. The first section that of Washington street is a rolled

band, with crushed rock binder. The second section, Nodaway and around the square is of asphaltum. The former was begun on June 7 and completed December 30. The latter was begun on July 10, and will be completed about November 10. With paved streets, light and water facilities, its own interurban railroad, its high school and graded school buildings, and in fact all other essentials that enter into the making of an up-to-date, progressive town, Oregon takes no second place to that of any other town in the entire state, and when the wealth and refinement of its population and wealth that have no better or more extensive facilities. We "point with pride" to these truths.

No city in our great state has a more intelligent class of citizens, more refined cultured society. The city was originally founded by an intelligent class of people, and during the 75 years of its life, it has continued to draw into itself under the law of the affinity, as it were, residents of a like character, until now it is pre-eminently distinguished as a city wherein the standard, refinement, morality and similar qualities are exceptionally high. The evidence of these traits is to be seen in many ways in our beautiful city—in the number of our churches and membership, in the record of educational attainments, in the meagre reports of her police courts, in the absence of brothels and dens of vice, in the universal cultivation of fruits and flowers about their homes, and the flourishing condition of her benevolent societies.

Oregon has never been in any sense a boom town—a mushroom growth. It has been of healthy, substantial growth as that of the sturdy oak. It is a town of modern homes and substantial real estate firms. It has no Chinatown, no hell's half acre, no five points, no saloons, no bawdy, no hovels where destitution, poverty and crime reign, and where the germs of disease go forth and poison the atmosphere.

Oregon is a city of home-owners. People eat on their own hills and rule the world. Our people do not aspire to rule the world, but they do aspire to rule their own homes and are making a city of beautiful and quiet homes, where those who are willing to work need not go hungry, and where no child need grow up in ignorance.

Seventy-five years ago the population of our city did not exceed a dozen souls; today, we have approximately 1200, and the population of the county was 150—the 1910 census gives us 14,539. All that territory west of the Missouri river was a desert, fit only for the Indian and the buffalo. Mount City, Forest City, White Cloud, Kansas, and Brownsville, Nebraska, were brought into being by the pioneers of Oregon. As a fruit packing and producing point, our city has excellent advantages and does a large business. There are good orchards on almost every farm, within ten miles of our city, which will yield profitably, and the fruit in flavoring and color is not surpassed anywhere on the American continent. Fruit growing in this section offers a splendid opening for investors who care for a sure thing. During 1912 we shipped 160 cars of apples; in 1914, 72 car loads, and in 1915, 76 cars.

Our city is pre-eminently the most desirable section in all Northwest Missouri in which to establish a home. No other section can compare with it as a residence location in number of

elegant homes surrounded by ample grounds where nature and art, aided by wealth and intelligence have created a beauty of ornamentation, which is nowhere else surpassed. Add to this the profit and pleasure to be learned from its choice fruits that even a city lot may produce, and nothing would seem wanting to complete the picture of an ideal home center.

The rate of taxation is low when compared with that of other like cities, and its modern, up-to-date facilities and advantages. The act creating Holt county was approved by Governor Thomas Reynolds, February 15, 1841. Travis Finley, of Clay county; Edward Smith, of Clinton county; and John A. Williams, of Daviess county, were named as commissioners to select the permanent seat of government. June 21, 1841, these commissioners selected the present town of Oregon as the county seat, and was given the name of Finley, in honor of Travis Finley, one of the commissioners.

October 21, 1841, the name was changed to that of Oregon, by order of the county court.

September 21, 1841 the first town lot sale occurred. October 21, 1841, the town plat was filed by David Templeton, surveyor, and at the October term of the county court, held at the home of David Martin, John Thorp, county seat commissioner, filed his plat of the town. In this report, he stated the total sales amounted to \$26,334. On day 16, 1842, the second sale was made, and his report shows the total sales amounted to \$949.

The city of Oregon was incorporated by the legislature November 5, 1847. In January, 1848, a copy of the charter was received by Elias Van-

der the spring of 1859.

The first jail was built in the fall of 1842; the second, in the summer of 1849, and the third in the spring of 1876.

The first jail delivery was the escape of a man named Patterson, June 8, 1845; he was charged with the murder of a man named York. He was never apprehended.

Western addition to the town was laid out in 1856. The Highland addition, by Samuel Schulte, June, 1912. O'Fallon View was laid out in October, 1914.

Became a city of the fourth class July 1, 1884.

Extended its city boundaries April, 1886.

Paving of streets began June 7, 1916.

New hitch rack around the square in 1897. Iron fence around the square in 1898. Band stand erected in 1905. The hitch rack was removed in September, 1916.

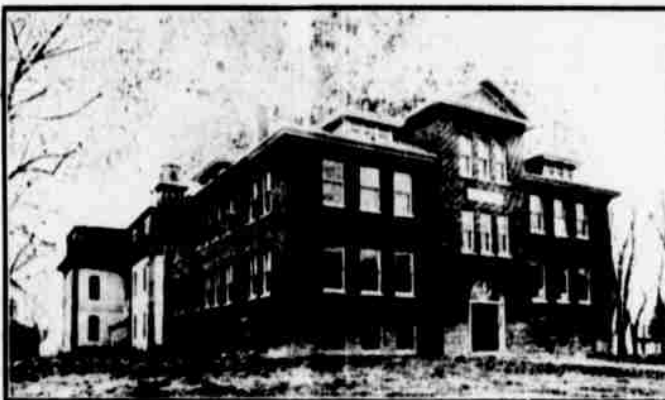
Valuation in 1843 was \$99,475; in 1916, \$211,733. Population, 1840, 64; 1910, 1002; 1914, 1100.

The first financial statement of the city was made in 1867. Receipts, \$1,054; expenditures, \$518.

Ministers were exempted from paying taxes, by ordinance, April 2, 1860. In 1897, a curfew ordinance was adopted.

Elevation of Oregon above sea level is 1048 feet; and 641 feet above St. Louis, and 234 feet above Forest City.

The Oregon, Maryville-Whig Valley stage line was established by Peter Triebel, October 11, 1860. The present Oregon-Forest City road was opened and graded in 1874; cost \$5,000.



The Oregon High School.

Buskirk, the county clerk. In April, 1858, the circuit court ordered an election to ratify the charter which was done the first Monday in May, 1858. On Tuesday, May 22, 1858, Daniel David was chosen as mayor, and the incorporation act; Geo. B. Chaddock, assessor; A. Keaton, marshal; Aldermen, Isaac Filmore, Peter Price, Martin Hoffmann, Geo. P. Luckhardt, J. B. McAllister, Martin Lewis, E. VanBuskirk, Geo. E. Glass, Alf. Mullins.

The first session of the city council was held May 23, 1858, when Sam M. Ruley was chosen city clerk. The charter provided that the city should be divided into four wards and have nine aldermen. The city is now divided into two wards, and has four aldermen.

Geo. R. Murray is the present mayor, and the aldermen are: Henry Cook, Paul Frye, H. A. Evans and Roy Kunkel; collector and marshal, Lin Carroll.

In the spring of 1842, Daniel Zook, Sr., built the first house in the town on the lot now owned by Fred Markt. In June of that year he opened the first stock of goods.

The second store was opened by P. H. McLaughlin and Jule Robidoux, October, 1842.

The third store was moved from what was then known as Iowa Point, a landing on the Missouri river, by McIntosh & Wm. Banks.

The first brick store building was erected by Jas. Foster, known as the I. O. O. F. and Masonic corner, in 1857-8. The second was by James A. Reeves in 1875.

The first court house was of frame, built on the VanBuskirk-Proud corner, in 1842, cost \$659, and paid for out of the \$949 derived from the town lot sale. The second, of brick, in 1851, in the park, cost \$6,000. The third, of brick, in the park, in 1881, cost \$9,000. Fourth in the park, 1911-12, cost \$10,000.

The court house park was planted under supervision of J. H. Levy in

The name of Oregon is of uncertain meaning and origin. Bancroft reviews all the theories of the name and concludes that it was invented from certain words (or possibly heard) by Jonathan Carver, while in Minnesota in 1766, as belonging to a distant and unknown river; afterwards called the "Oregon," then changed to that of the "Columbia."

The word "Oregon" was printed for the first time in "Carver's Travels" in 1778, made famous by Bryant, in his poem of "Thanatopsis" in 1819, "where flows the Oregon," and fastened upon the northwest territory by Hall J. Kelly, a Boston schoolmaster and Western emigrant, about the year 1830.

The word "Oregon" comes from the Algonquin Indian word "Wan-regon," meaning "beautiful," "good," "fair," and it was applied to the beautiful Oregon river, which was changed to the "Columbia." The location of the city of Oregon, in June, 1841, by the commissioners, John A. Williams, of Daviess county; Travis Finley, of Clay, and Edwin Smith, of Clinton, gave the name "Finley" in honor of one of the commissioners. Mr. Finley suggested that as the location of the town was so ideal and "beautiful," it should be called "Oregon," and in accordance with this suggestion the County Court at its October session, October 21, 1841, the name was changed to Oregon.

The paving of our streets began June 7, 1916, and Washington street, from Nodaway to the depot, was finished September 22. The survey for paving began in May, 1915, and Ray Leslie, of St. Joseph, was the engineer, and in September, 1915, the city council took initial steps looking to the paving of parts of Washington, Nodaway, Main and Missouri streets.

Churches. The first house of worship was erected by the Presbyterians in 1853. First sacrament of the Lord's supper in the city was conducted by this

church, January 9, 1853, conducted by Rev. Wm. Hamilton. Its first regular minister was Wm. Fulton, 1853-60. The Presbytery of the Platte was held here February 9, 1861.

The second church building was erected by the Hard-shell Baptists in 1858. It was dedicated June 17, 1859. The German M. E. church was built 1866.

The colored Baptists built their church in 1867. In 1869, they held their conference here September 8, 1881.

The Christian denomination erected their house of worship in 1877.

The Evangelical church was built in 1895-6, and was dedicated January 11, 1896, by Bishop Breyfogel.

E. M. Marvin and Greenberry Thorp were the first ministers to preach here, 1842. The former afterwards became Bishop of the M. E. church.

The first pastor's day was inaugurated by the ladies of the Presbyterian church in honor of their pastor, Rev. T. A. Claggett, on Sunday, July 30, 1916.

Schools.

First school taught by John Collins in December, 1843. It was a subscription school.

First public school was opened in 1845; second in 1852; these consolidated in 1857, and the original public school building was erected in 1857, and occupied in 1858. Cyrus Cook was the first principal. Present graded school building was erected in 1873.

Present high school building was erected in 1915. Mill Creek school district was added to the Oregon district in 1868, \$543,320; in 1915, \$701,250. Enumeration in 1855, 384; in 1915, 528. The highest enumeration was in 1881—total, 475.

The high school campus was planted April 7, 1877.

Normal school work began in September, 1876; O. C. Hill superintendent; Alice Heath-Proctor, principal. Stephen Blanchard was county superintendent of schools in 1867.

\$25,000 bonds were voted for new high school building April 6, 1915. Contract let to Wm. Schragg for \$15,475, June 2, 1915; completed in December, 1915. Occupied January 2, 1916.

Teachers Institute was held here August 3, 1897.

First high school-normal commencement held here in April, 1877.

Postoffice.

The first postoffice was in the Wm. Zook store in 1841, which was moved here from the Thorp Mill by R. H. Russell, who placed Wm. Zook in charge of the office. Dr. J. C. Norman was the first postmaster by appointment, January 17, 1943. This is the official date of the creation of the Oregon postoffice. Hugh G. Harsha is the present postmaster, and was appointed in November, 1915.

The postoffice was located in the present 1913 frame building in 1894. The postal department has closed a lease with Alex. VanBuskirk for the occupancy of what is known as the VanBuskirk building, now occupied by Dawson & Pettijohn, undertakers. Mr. VanBuskirk is now arranging for a complete remodeling of the first floor for postoffice purposes. It will be modern in its postal equipments—furnace heated and other up-to-date conveniences. When completed in accordance with Mr. VanBuskirk's plans it will be the best and most complete postoffice, outside of St. Joseph and Maryville, in this congressional district.

It became a money order office May 14, 1869.

Became a presidential office June, 1892.

Made a postal savings bank in De-

cember, 1911.

First rural route out of Oregon was established February 1, 1901—John J. McKenna, carrier.

First and only woman postmaster, Kate G. Holts, appointed in 1871. First daily mail by stage line, between Oregon and St. Joseph, July 8, 1857.

Oregon and Helwig daily mail, July 8, 1859.

Oregon and Forest City mail established through railway mail service, August, 1868.

The Oregon-White Cloud daily mail established October, 1857.

Stage line between St. Joseph, Oregon and Council Bluffs established by a Mr. Frost in 1857. Time between St. Joseph and Council Bluffs, 36 hours.

The old and original stage drivers were: Harry Jack, Jack Preston, Mark Walker, Christ. Niederhauser, John Wells, K. L. Philips, Pete Triebel, Dan Solder, Tom Louby; James Gaffney, now of Union township, is the only survivor; Louby eloped with Alex. Bevan's daughter. First star route, Oregon to Savannah, October, 1841; R. H. Russell carried the mail.

Banks.

The first bank was organized by Geo. Zook and James Scott in October, 1846. The second bank came into existence January 19, 1899, and was known as the "Citizens' Bank." The first bank statement was made November 29, 1873—total deposits, \$24,915. The last statement published in July, 1916, the deposits aggregated \$13,218. The Zook & Roecker Bank acquired new quarters in December, 1915. Brick building built by Montgomery & Roecker in 1878. Levi Zook died April 2, 1895; James Scott died March 1, 1904; Albert Roecker died May 11, 1911. Oregon has never had a bank failure.

The Citizens' Bank bought the Jones Watson building in 1909, and made it modern in equipment, occupying its new quarters in March, 1910. Its vault was blown October 22, 1895, the building now occupied by Jettie Brothers.

Newspapers.

The first newspaper established here was "The Holt County News," by S. H. B. C. and J. L. C. in 1857. The second was The Holt County Sentinel, June 27, 1863, by C. W. Bowman. Occupied its present new quarters, December 12, 1913. Installed typesetting machine February 10, 1916. Installed power press in January, 1894. Celebrated its 50th year of continuous publication April 10, 1915. Dabney & Curry have been the publishers of The Sentinel since August, 1883. The complete history of this paper was published in June, 1915—its 50th anniversary.

Railroads.

The first scheme to get a railroad to Oregon was inaugurated by Jabez Leamont, Wm. Kaucher and others. The movement started April 5, 1867. September 25, 1868, the city council subscribed \$15,000 to help build the Oregon-St. Joseph line.

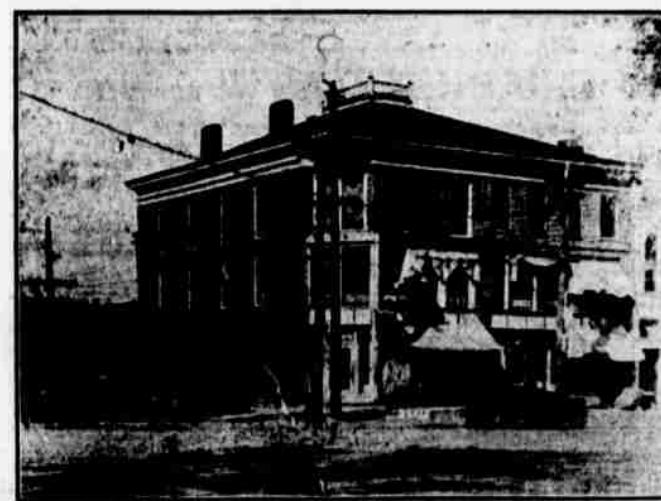
F. C. Oakley proposed the building of an electric line to Forest City. Franchise was granted by city council January 8, 1895; \$10,000 subscribed by citizens, January 11, 1895. It was incorporated March 27, 1896.

Irvin Wheatcroft proposed building a railroad to Forest City; citizens subscribed \$10,000; and he started the scheme in July, 1898.

The St. Joseph Belt Line filed their plat November 19, 1909.

The first railroad to materialize was that of the Oregon Interurban, built by the citizens of Oregon at a cost

(Continued on page 4)



The D. M. Martin Corner.



The Moore & Knoch Corner.

to be from the mill of the city shall

ACHMAN, Administrator, 1916.